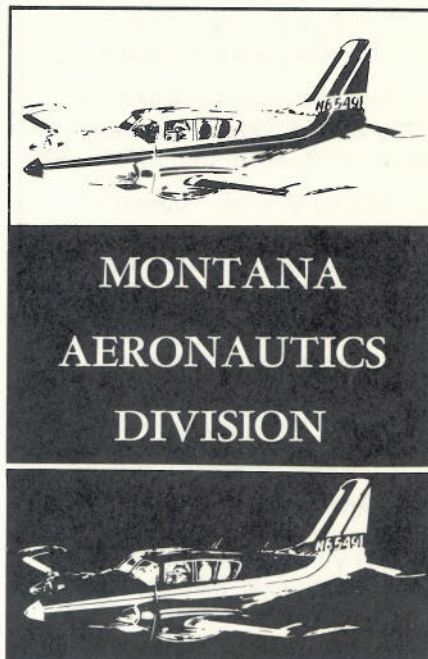




Karen and Joel Fenger in their new office at Frontier Aviation, Chester.



VOL. 28, NO. 2

MONTANA AND THE SKY

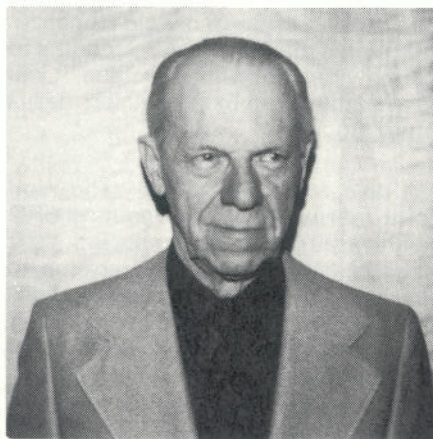
FEBRUARY, 1977

DEPARTMENT OF TRANSPORTATION BILL INTRODUCED

SB440 introduced by Fasbender, Roberts, Hazelbaker, Mathers and Regan, if passed, would transfer the Aeronautics functions to the Department of Transportation and abolish the Aeronautics Board. A new DOT commission would be created of which "no less than one and no more than two members may have job experience predominately related to either air, rail, motor vehicle, motor carrier, or non-motorized transportation modes."

This bill surfaced February 18 and was heard in the Highways Committee on the 19th. No action was taken and as of the date of this publication it still remains in committee.

NEW AERONAUTICS BOARD MEMBERS



Charles E. Marshali, Lewistown, Montana, represents the Chamber of Commerce on the Board and will be Board attorney. Born in Lewistown, he graduated from Lewistown High School and the University of Montana. He received his LLB Degree from National University, Washington, D.C.

Mr. Marshali received his military training at Fort Missoula, and served in the U.S. Marine Corps in the Far East and in the U.S. Navy in the Pacific. He worked several years for the Reconstruction Finance Corporation in Helena and lived in Washington, D.C. 14 years where he was with Reconstruction Finance Corporation

which later became the Small Business Administration.

A member of the Lewistown Chamber of Commerce, Elks, and Central Montana Hangar of the Montana Pilots Association, Mr. Marshali is a private pilot and owns his own aircraft. He is now active in his own law practice.

He and his wife Marion have one married daughter.



Merle Thorstad, Lloyd, Montana, is a County Commissioner of Blaine County and is also active in cattle ranching in north central Montana.

Born in Chinook, he graduated from Chinook High School and served in the U.S. Army.

Mr. Thorstad is a student pilot working on his private license. He is a
(Continued on Page 3)

PILOT AIDS

Montana Aeronautical Chart.. \$2.00

Montana Airport Directory:

Loose leaf binder..... \$1.00

Insert..... \$1.00

Subscription—

Monthly Newsletter..... \$1.50

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of the
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THURBER'S  HELENA

Administrator's Column



We have been informed that Exxon will again produce 80 Octane aviation gas. Although we in Montana have not been as drastically affected by the unavailability of 80 octane as other areas, it has been a great concern. As an 80 octane consumer, I am very pleased with this news as I have had strong personal feelings about using the low lead avgas in my old Bonanza. Although it may take several months to resupply dealers with 80 octane, it will be available to all Exxon dealers desiring to stock it.

* * * * *

A delegation from Sidney and Wolf Point met with the Aeronautics BRD January 20 and 21 expressing their views on the recent CAB decision to approve the Frontier Airline realignment which would eliminate the air service into Sidney and Wolf Point. They advised the Board that they have filed petitions to have the decision reviewed, however, if the CAB decision stands, they are going to seek replacement commuter service. The Aeronautics Board assured the delegation that they would respond with a minimum of delay in hearing any future applications for a certificate of public convenience and necessity to serve these communities.

* * * * *

The Aeronautics Board met on January 20 and 21. Legislative matters were the main subject of discussion. Legislation relating to, or affecting, aeronautics is:

1. An aviation fuel tax increase amounting to three quarters of a cent which would total one and three

quarters cents have been proposed in House Bill 680, sponsored by Representatives Burnett, Kropp and Manuel. The total three quarters of a cent increase would go into a revolving fund solely earmarked for airport loans, grants and navigational aids. All loan repayments and interest from these loans would be returned into this account. No administrative or other fees can be taken from this account.

2. Land use regulations for airport influence areas, SB198. This bill is sponsored by Senators Murray, Hazelbaker, Lowe, Healy, Lee and Etchart, at the request of the Montana Airport Management Association. This bill is felt necessary to comply with existing FAA requirements pertaining to federal aid eligibility and is extremely important to not just the air carrier airports, but also to general aviation airports within our state.

3. House Bill 216, introduced by Representatives Bradley, Ellerd, Vincent, Scully, Estenson and Davis. This bill would allow municipally owned airports to receive a liquor license which would be nontransferable and would be returned to the state in the event the airport were closed. This would only affect air carrier airports with annual arrivals and departures of 20,000 or more.

4. House Bill 373, sponsored by Fagg and Marks. This bill would change the aircraft registration deadline date to March 1; would require commercial out of state operators to register their airplanes prior to commencing operation; would exclude the requirement of registering dismantled aircraft.

* * * * *

Bill Merrick, Board member, and I attended the Civil Aeronautics Board hearing in Spokane February 8 regarding the Spokane-Montana Points Service Investigation. The Governor, Aeronautics Board, as well as the Congressional Delegation (Senator Metcalf, Congressmen Baucus and Marlenee) supported the Frontier Airlines application in this case. Frontier's proposal would give nonstop service between Spokane and Denver, two-stop service from Spokane to Denver via Missoula and Bozeman, and one-stop service from Spokane to Denver via Billings. It was felt that Frontier's application would benefit more Montanans and Montana communities than proposals submitted by other airlines.

(Continued on Page 3)

PILOT PROBLEM—ICE

Most pilots are aware that pitot icing causes erroneous airspeed indications but have not been told what the errors are.

Three types of incorrect airspeed indications are possible as a result of pitot tube icing:

1. In a climb, indicated airspeed will increase.

2. In a descent, indicated airspeed will decrease.

3. In level flight, there will be no change in indicated airspeed.

Pilots should remember to crosscheck all available flight instruments to confirm the proper operation of any single instrument.

(Thanks for the above to the Crash Research Institute, Arizona State University and the Maryland Flight Plan.)

(Continued from Page 1)

member of the Montana Pilots Association and the Flying Farmers. He is also active in the Eagles and Chamber of Commerce.

Mr. Thorstad and his wife Lois have three children, one boy and two girls.



Herb Sammons is from Cut Bank and represents the Montana Pilots Association. Born in Sunburst, he graduated from Cut Bank High School and Kinman Business College, Spokane. He served in the U.S. Army of Occupation in Japan.

Mr. Sammons is a wheat farmer, and owner of the Glacier Hotel in Cut Bank. He is past state president of the Montana Pilots Association, president of the Cut Bank Hangar, MPA, a member of the Flying Farmers, Cut Bank Chamber of Commerce, Elks, and Northern Montana Recreation Association.

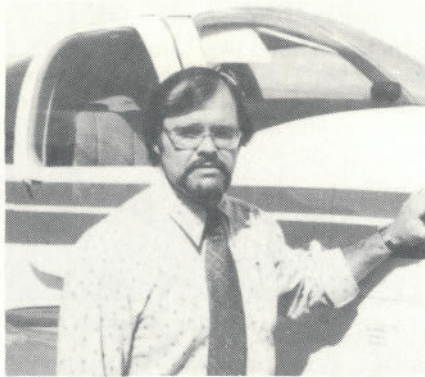
Mr. Sammons received his private license in 1952 and also has an instrument rating.

He and his wife Phyllis have four children, three daughters and one son.

(Continued from Page 2)

I plan to attend the Montana Aviation Trades Association Annual Convention February 18 through 20 at Big Sky. I look forward to meeting and participating with MATA members and would like to encourage all fixed base operators and aviation commercial operators to join MATA as I feel it is a most worth while organization and directly pertains to the business aviation matters affecting all of general aviation in Montana. The Aeronautics Board as well as the Aeronautics Division strongly solicit input from the MATA regarding aeronautical matters.

LEGISLATION, ETC.



By: **David C. Kneedler**, Chief
Airport/Airways Bureau

Time Flies. Once again we are witnessing the biennial exercise of "democracy in action" upon the hill. Hopefully, our legislature's deliberations will benefit Montana aviation. This can only be so through positive efforts on the part of the aviation community to inform their legislators on matters important to the industry. It has been pointed out before that aviation is an extremely small bug on the windscreen of life. It is indeed unfortunate that our influence is further diluted by; internal bickering in the industry, failure to produce a united front, and strict adherence to the theory "here's to me, the hell with you."

Two bills before the legislature, which you will be interested in, are Senate Bill 198 and House Bill 680. SB198 is an act requiring local governing bodies to adopt land use regulations for airport influence areas and to establish criteria for the regulation of land uses within those areas. This piece of legislation has been needed for some time now, and is even more critical because of stiffer federal requirements for positive action in implementing such zoning. We are fortunate in Montana to be in a position where timely action will allow us to prevent the existence of conflicting land uses rather than "locking the barn door after the horse has been stolen." So far there exists very few problem areas around Montana's airports but there are some. A suit is currently pending in District Court in Butte alleging noise damages caused by aircraft operating from Bert Mooney/Silver Bow County Airport. This is the second such suit against Silver Bow County taxpayers, the first one being successful. Zoning of any form is a very unpopular issue and this bill is present-

ly in trouble in the Senate. You can help by contacting your legislators and supporting Senate Bill 198.

House Bill 680 would increase our aviation fuel tax by three quarters of a cent per gallon, 100% of which would be reserved for airport development loans, grants, and navigational aids to local communities. Throughout our thirty year history the Aeronautics Division has been funded solely by a one penny per gallon fuel tax. During this period inflation has reduced the value of the dollar by more than half. Not only has the dollar's buying power been drastically cut, but the Division's gross income was cut by nearly 60% by the closure of the Glasgow Air Force Base and the reduced activity at Malmstrom Air Force Base. Although a substantial surplus had been accumulated prior to the closure, it has been steadily eroded by the shortfall of income versus division operating expense. Indeed, an audit conducted by a private firm has disclosed that at current spending and income levels our "bank account" will have been depleted by the end of FY79 making it necessary to find other sources of income or cut personnel and programs. Since 1961 the Division has loaned a total of \$2,355,272 to Montana communities for airport development and improvements. We expect this identified need to continue and, indeed, increase.

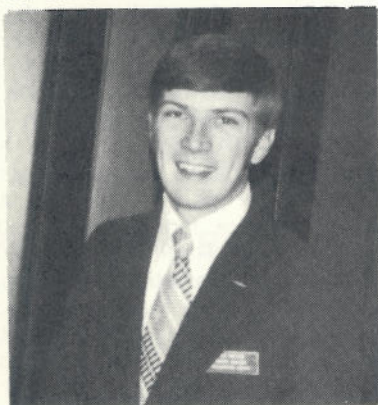
The need for additional funds to be used on general aviation airports is even more critical. Language in the newly passed ADAP legislation has drastically increased the eligibility requirements for general aviation airports to receive federal aid. In the Rocky Mountain Region alone the list of eligible general aviation airports may be reduced from over 250 to 35. Attempts are being made to revise this entry criteria but it is the general consensus of those most informed that at best the number of eligible airports will be reduced by 60%. Unfortunately those airports thus deprived are also the least able to generate replacement funding. The state then must be prepared to fill this gap or face the consequences of a drastically reduced aviation system. Montana's vast distances and sparse population make aviation and airports a vital part of the state's economy. Finally, at current funding levels the Federal Grant in Aid Program (ADAP) has proven to be completely inadequate to meet the requirements of airports nationwide in-

cluding Montana. Further, it is a program which will expire in 1980 and there is general agreement that any renewed program will place increasingly heavier responsibility on the state airport development funding.

Whether or not federal aid exists, the state of Montana has a statutory responsibility to foster and facilitate a state-wide aviation system which will serve the needs of Montana citizens. The rapidly dwindling surplus mentioned above and the prediction of bankruptcy by the end of FY79 are ample evidence that this cannot be done at current income levels.

It is interesting to note that of the 24 states currently levying aviation fuel taxes (fully 70% of state aviation agencies receive general fund money—we do not) Montana's rate is equal to six of them and lower than all others. Montana's current one cent per gallon tax is lower than all of our surrounding states. (North Dakota, South Dakota, Wyoming, Idaho, Washington and Oregon) We ask for your support.

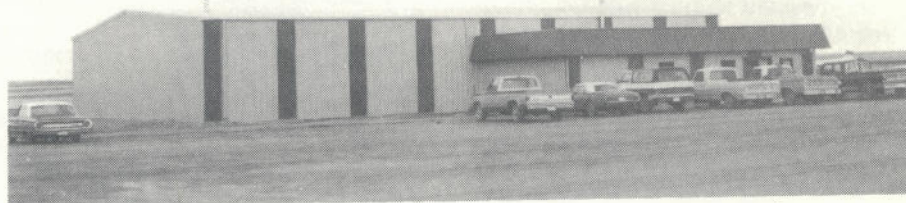
FRONTIER AVIATION IN NEW FACILITIES AT CHESTER AIRPORT



By: **Ted Mathis**

Saturday, February 12, marked the grand opening of Frontier Aviation's beautiful new facility located on the Liberty County Airport at Chester. The huge American Steel building which houses the new flight operation has hangar space covering over 8,000 square feet and office, pilot lounge, classroom, and parts department covering 1,250 square feet.

Joel and Karen Fenger of Chester are the proud owners of this new facility and were both on hand to greet the



Frontier Aviation, Chester, new American Steel office, hangar complex.



This beautiful model of a Grumman Ag-Cat was presented to Frontier Aviation at their grand opening. (Can you believe it is a cake?)



Doug Burgess, Frontier Aviation's Chief Mechanic with one of the company's Grumman Ag-Cats.

well-wishers at the grand opening. The festivities began Saturday afternoon with tours of the new flying service. Coffee and doughnuts were served and door prizes were awarded every half hour. Saturday evening the local Lions Club held a dinner meeting in the hangar which was followed by a dance. It is estimated that over 600 people were in attendance for the opening.

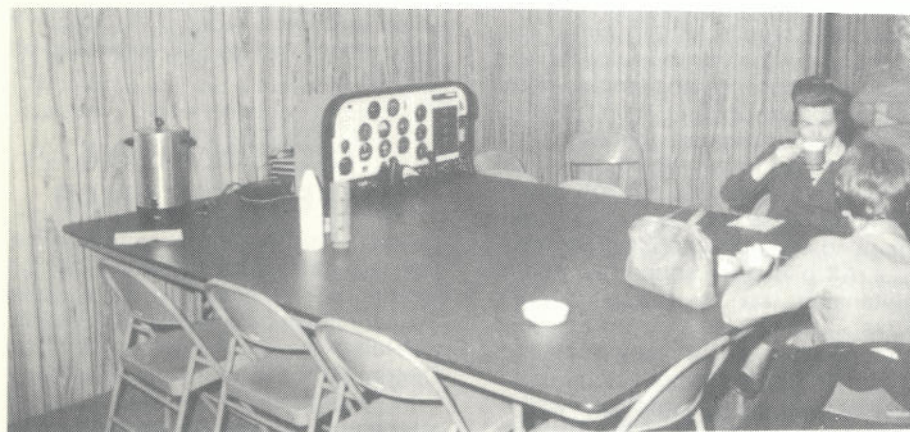
Frontier Aviation is now a complete aviation service offering all types of flight instruction and charter services under the direction of Vernon Turner who serves as Chief Flight Instructor. Complete aircraft maintenance and overhaul is provided under the direction of Doug Burgess, and Joel himself will be in charge of the agricultural aerial application, using three high performance Grumman Ag-Cats. They are also set up for fueling with both 80 and 100 octane av-gas available, and can provide hangar rental and aircraft pre heat.

The Chester unicom has been moved to the new building and can be reached on 122.8.

When flying in the Chester area, stop in and see Joel, Karen and the crew at Frontier Aviation.



Frontier Aviation's aircraft and hangar.



Frontier Aviation's classroom includes a new instrument flight simulator.

NEW UNICOM INSTALLATIONS

New unicom's have been installed at Livingston and Ekalaka. They can be contacted on 122.8 KHz. Livingston unicom is located at Michel's Flying Service, and the unit at Ekalaka is in a service station in town.

AVIATION SAFETY RECORDS ESTABLISHED

In a recent press release, the Secretary of Transportation praised the general aviation industry for an improved safety record in 1976. The number of persons killed in business and private flying accidents declined from the 1975 total of 1,280 to 1,188 in 1976.

The nation's airlines carried a record number of 220 million passengers and 1976 was the safest year in aviation's 50-year history. Forty-five persons died last year in accidents involving U.S. commercial airlines, the lowest total in more than 20 years. In 1975, 124 persons were killed in U.S. airline crashes and in 1974 there were 464 fatalities.

SURVEY REPORT AVAILABLE

By: **Ted Mathis**

The Montana Aeronautics Division, in cooperation with the Montana Airport Management Association, has just completed a survey of rates and charges for Montana's major airline airports.

The ten-page report is available from this office upon request.

AIRWAY BEACONS



By: **Jerry Burrows**

A system of 12 airway beacon lights is operated and maintained by our office to enhance the safety of night VFR by providing navigational check points.

The quarterly servicing performed in December/January requires some type of snow machine to reach the beacon sites. Normally there may be five or six feet of snow at the beacon base. However, this year conditions were considerably better and we were able to drive to the St. Regis Beacon.

The locations of these beacons are depicted by "black stars" on the state aeronautical chart with arrows in the direction of the course lights and also the morse code for the particular beacon, and in blue on the Great Falls sectional.

We operate these beacons because we feel there is a need for this type of navigational aid in the mountainous areas of Montana. What do you think? How about a letter letting us know what you think of our present system and any comments you may have for improving the system.

We have received some inquiries as to establishing airway beacon(s)

along Victor 2 North, Helena to Billings, at or near the Watson Intersection and further east past White Sulphur Springs. What is your thought on this?

Incidentally, the Harlowton H-Marker is back on the air, having cured the harmonic problems, and is operating at 242 Khz with an identifier of HWQ.

Beacon locations:

St. Regis—a few miles west of St. Regis along Victor 2

Alberton Beacon—20 miles west of Missoula VOR on Victor 2

Bonita Beacon—10 miles east of Missoula on Victor 2

Avon Beacon—30 miles west of Helena, 5 miles south of Victor 2

Stoney Point Obstruction Beacon—18 miles north of Helena

Wolf Creek Beacon—30 miles north of Helena on Victor 257

Hardy Beacon—30 miles southwest of Great Falls on Victor 257

Spokane Beacon—15 miles southeast of Helena on Victor 2

Boulder Beacon—21 miles south of Helena on Victor 21

Whitetail Beacon—36 miles south of Helena on Victor 21

Strawberry Beacon—15 miles north of Bozeman on Victor 2

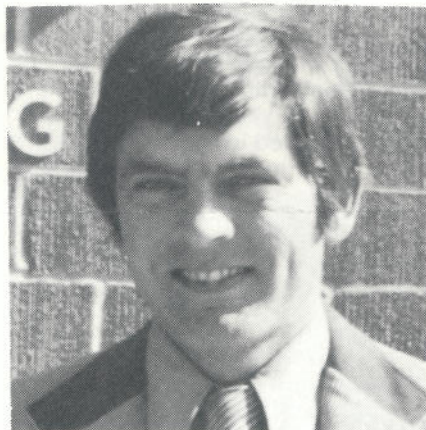
Canyon Resort Beacon—17 miles southwest of the Dillon airport

The FAA still operates six beacons, two each in the Butte, Bozeman and Helena areas.



Cushman snow machine parked at Bonita Beacon site, looking south.

CENTERLINE



By: **Jim White**, Chief
Air Transportation Bureau

.....Boeing Aircraft Company recently completed a study of air carrier accidents during a 17-year period. The results, of 210 major accidents, show that more accidents occur during approach and landing than any other phase of flight. Worst of all is the final approach phase (between outer marker and flare), which accounts for 2% of exposure time but 30% of the accidents. The accidents involved both scheduled and nonscheduled carriers.

.....All pilots are concerned about maintenance on their aircraft; 100 hours, annuals, preventative maintenance, etc. But many pilots are not so concerned about their own physical wellbeing. It would be well if we all took a long hard look at our physical condition. Being an average American, the statistics are against us,

and this increases the probability of heart disease or stroke by 50 percent. Fifty-five percent of all deaths involve disease of the heart and blood vessels. Many Americans are overweight. And many more smoke.

We should, in our analysis, consider these and many more factors. If overweight is a problem, get on a diet approved by your doctor. If you smoke, stop. Remember, you can add 5,000 feet to the cabin altitude if you smoke. And set up a physical exercise program to keep yourself in shape. Start slow, but be consistent. Physically fit individuals endure stress better than others.

.....We mentioned in this column about a year ago that approach radar was then required to make an ILS approach to Billings Airport. This was due to a localizer antenna problem. That antenna has recently been replaced so approach radar is no longer a requirement for an ILS approach in Billings.

DILLON PILOT SAFETY SEMINAR

Andre Morris, Dillon Flying Service, advised that a pilot safety seminar on Instrument Approaches was held January 26, conducted by Jack W. Van De Reit of the Helena General Aviation District Office, FAA.

Mr. Morris said there was excellent attendance and the consensus was that the class was very worth while and well presented.



Nav-aids Technician Frank Fleisner climbing Avon Airway Beacon tower for winter servicing.

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO PILOTS

STUDENT

Lewis J. Krutzfeldt, Powderville
PRIVATE

Karl Walter Buchmann, Nashua
Orin Jordan Durey, Williston, ND
Rick John Helm, Rock Springs
James Allen Reno, Billings
Daniel Anthony Whalen, Jr.,
Red Lodge

Keith Ordell Trang, Billings
James B. Ross, Billings
David J. Moon, Billings
Russell E. Fowler, Billings
Laurence R. Martin, Garryowen
John B. Cooney, Grande Prairie,
Alta, Canada

Thomas G. Ray, Regina, Sask. Canada
LaJuana Shamel, Kalispell
Larry L. Fonner, Whitefish
Michael J. Woods, Helena
Charles I. St. John, Butte
Gordon T. Pirrie, Kalispell
Terry A. Miles, Superior
Thomas W. Monforton, Great Falls
Norman K. Dollhopf, Westland, MI
R. Stephen White, Helena
Richard L. Phelps, Kalispell
N. Jeanne Phelps, Kalispell
Clinton E. Vonheeder, Plains
Robert C. Marozzo, Libby
Robert F. Roady, Vaughn

COMMERCIAL

Verne E. Wagenaar, Hardin
Thomas A. Elam, Winnipeg,
Mntba, Canada

Ben F. Roy, Darby
Richard Lee Podry, Great Falls
Leonard Lloyd Heydon, Joplin

SINGLE ENGINE

Donald Earl Whiting, Dayton

INSTRUMENT

Jeffrey Gene Butcher, Missoula
Otwell Warren O'Keefe, Great Falls
Michael George Rafferty, Missoula
Gary Raymond Baaron, Great Falls
Jackie Dale Sharp, Kalispell
William Karl Martin, Bozeman
David Terry Grossman, Great Falls
Michael Eugene Walsh, Billings
Merrill E. Percy, Jr., Miles City

MULTI ENGINE

Walter Eugene Malone, Miles City

Joseph Edward Ugrin, Miles City
Edward Alan Selby, Billings
Mitchell Roy Jorgenson, Billings
Thomas Henry Carlson, Twin Bridges
David Francis Blair, Missoula
Kent William Potter, Kalispell

FLIGHT INSTRUCTOR

Joseph Edward Ugrin, Miles City
Gerald Eugene Mobley, Billings
(Reinstate)

Gary Joseph Mogan, Laurel
Patrick Alan Herring, Jr., Bozeman

AIRLINE TRANSPORT PILOT

James Patrick Cooney, Lolo
Dennis Ray Skovgaard, Billings

POWERPLANT MECHANIC

Corey Peter Wolcott, Billings
Kent William Potter, Kalispell
Russell Craig Buehler, Helena
Michael Ellis Robinson, Gardiner

REPAIRMAN—RADIO

James B. Walsh, Belgrade
Paul Frederick Lehman, Billings

CONCENTRATION AND ITS EFFECT ON SAFE FLIGHT

By: **Jack W. Van De Riet**

Accident Prevention Specialist
FAA Rocky Mountain GADO-5

Webster's defines concentration as "close mental application or exclusive attention." Concentration is important in all phases of our lives, but do we realize how critical it is in aviation?

I believe a large number of our general aviation accidents are caused by lack of concentration. How many times have we observed pilots charge out to aircraft, climb in and fire it up without so much as a quick walk around? The pilot gets airborne and heads the aircraft in the general direction of where he is going and then begins to hunt for a map. He then tries to remember the weather briefing he received two hours earlier. We know this type of pilot will eventually have an accident. But the terrifying thing is he represents a fair percentage of our general aviation pilots. He did not start to concentrate on the total aviation picture until after he was airborne.

An important difference between a top professional athlete and a world champion is the ability to concentrate. To win a major tournament of any kind requires a vast amount of concentration. The ability to shut out all outside influences and concentrate on the job at hand, invariably determines the winner. This is also true in aviation. A

pilot should have a certain amount of time alone prior to each flight. He should be shut off from his family, his business associates and friends and enter mentally in the field of aviation. Air carrier pilots usually report at least one hour before flight departure time to check their flight plan, fuel load, and review the weather. During this hour they are working with professional aviation people. Their total environment prior to a flight is aviation. The military is much the same way only more so. It is rare that a military pilot gets airborne with less than two hours of association with the aerospace environment. The military and air carriers have established a safety record that is to be envied by general aviation. On the other side of the coin the general aviation pilot is usually driven to the aircraft by his wife, a business associate, or a friend. These people are generally not aviation oriented. The talk preceding arrival at the aircraft has been on Mary's tonsils, the life expectancy of the old washing machine or why Helen should divorce that no good Joe. Maybe last minute instructions from his boss on how to close this big deal coming up is the topic of discussion. His friends might be needing him on the \$3.00 he lost on golf Sunday, or maybe they are just discussing Hank's new secretary.

Is this pilot ready to begin a safe flight? Is he mentally ready to enter into the totally different and demanding environment of aviation? Has he had a chance to give "exclusive attention" to his upcoming flight? No, most assuredly not. His friends and loved ones have unwittingly set him up to be a prime prospect for an accident.

Wives, husbands, mothers, friends—if the pilot seems quiet on the way to the airport, leave him alone. Let him concentrate. He is merely trying to save his life. Pilots, ask the people around you to read this article. Demand some mental alone time prior to every flight so that you can give "exclusive attention" to the environment.

EDITOR'S NOTE—We had hoped to be able to print the statistics on Montana Flight Service stations every month. However, the FAA has not furnished us with this information. If and when we receive additional reports, we will print them.



Fritz Lueneburg, retired, and Don Wright, former Constituents in the Billings GADO. Fritz was Chief of the Billings GADO and Don was the Maintenance Inspector. Don is presently Chief of the Helena GADO.

CALENDAR

March 11-12—Alberta Flying Farmer Convention, El Rancho Motor Hotel, Lethbridge.

March 17-18—Montana Board of Aeronautics Meeting, Helena.

April 6-7—Montana Airport Maintenance Seminar, Glasgow Airport, Glasgow.

May 22—Flying Farmer Queen's Fly-In, Leininger Home, Lewistown.

June 12—Fly-In, Double Arrow Ranch, Seely Lake.

June 26—Flying Farmer President's Fly-In, Strouf Home, Moccasin.

Sept. 30-Oct. 1—Montana Flying Farmer Convention, Billings.

(If you have some aviation activity upcoming within the next few months, be sure to let us know so we can include it in our monthly calendar.)

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."



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